

AFFAIRS OF THE RAILWAYS.

Decisions by the Interstate Commission.
WASHINGTON, July 25.—The Interstate-commerce Commission has decided the following cases: John Henry Nicolai vs. the Pennsylvania Railroad Company and others, and J. W. Parkhurst & Co. vs. the same defendants. The opinion is by Commissioner Morrison. Complaints do business as oil refiners at Baltimore. It was complained that the railroads charged 50 cents per barrel for the transportation of crude oil from Washington, Pa., to Baltimore, Md., while from Bradford and Clearmont, Pa., and Clearmont, N. Y., to Baltimore, about the same distance, the charge was 40 cents per barrel. It was shown that defendants, by agreement, operate as a through line and make joint rates which govern the through traffic. The commission decides that a carrier, party to a through line, cannot free itself from the responsibility of excessive through rates by setting up the separate existence of one of the railroads forming the through line as a separate carrier. It is held, also, that the apportionment of rates to different parts of a through line does not determine the charges to the public, but may be significant on the question of reasonable rates for the whole distance. The railroads are ordered not to charge more than 40 cents per barrel of crude oil from Washington, Pa., to Baltimore.

Personal, Local and State Notes.
Col. Gale Hoyt, of New York city, has resigned his position as director of the Union Pacific road.

The movement of live stock eastward has dropped off sharply in the last few days, as the roads have restored rates to the basis of thirty days ago.

J. K. Smith has been appointed agent of the Vandalla at Bruce Lake, and J. A. Watkins has been appointed agent of the Pennsylvania line at Nevada, on the third division.

The Ohio Falls car-works yesterday shipped two more fine coaches to the New York & Greenwood Lake road, which completes their contract to build ten coaches for the road. Yesterday afternoon engine No. 49 on the Vandalla hauled the "Pennsylvania special" No. 20 from Greencastle to the Union station, Indianapolis, in forty-one minutes, distance thirty-seven miles.

The through coach from St. Louis to Cincinnati over the Vandalla and the C. & H. D. is now hauled on the late accommodation train over the C. & H. D. Before the change it carried but few through passengers, and now it carries none.

It is daily becoming more evident that the east-bound roads are tired of the demoralization in dressed meat rates and other classes of freight, and it is only a question of time when they will be able to advance without meeting water competition.

Travel eastward continues to be extremely heavy. Not only are the passenger coaches on the fastest trains crowded with business, but people are glad to get berths in a slow train, so great is the demand. If another sleeping coach was added to the best trains every berth would be taken.

There is a good deal of feeling among managers of Northern roads over the loose rope that Southern roads are given by the interstate commission. They have played with the long-and-short-haul clause of the interstate-commerce act, and are now about to organize pools in spite of the provisions in the bill against pooling business.

George F. Evans, general manager of the Louisville, Evansville & St. Louis road, by a circular, announces the appointment of J. S. O'Brien as general passenger agent, Morris McDonald, Jr., as paymaster, and W. H. Coleman as cashier of the road. All three are young men who are coming to the front as railroad men.

Godfred Mergell, one of the men who went out of the L. N. A. & C. shops at New Albany when the strike was inaugurated, died last week, aged, has become violently insane. The physicians are of the opinion that his insanity was brought about through brooding over the loss of his situation. It is stated that he went out against his will.

It is understood that the Transcontinental Association has adopted the classification of the Western association, which consists of ten classes. This is a uniform classification for the entire country, as there are now but two classifications, the Eastern roads having at present but six classes.

As a result of the conference between Managers Jefferys of the Illinois Central road, and the Railroad Commissioners of Mississippi the company will not put in force the high rates proposed. It is a relief, as the tariff will soon be put in effect, thus settling what had fair to be an ugly quarrel between the road and the commissioners.

A Boston man writes the Journal that it was a little off in its statement a few days ago, which the Baltimore & Ohio was credited with running the fastest regular train in America. What is known as the "Dude" train over the Old Colony road leaves Boston daily, except Sunday, at 2:10 p. m. for Wood's Hole, running the seventy-two miles in eighty minutes.

On Tuesday there was an expensive wreck on the Vandalla. A freight train coming east was derailed and considerable damage done. In the train were eleven flat-cars loaded with that number of open street-cars shipped from the manufacturing company of this city, and four of these cars were so badly demoralized that it will require new ones to replace them.

Yesterday the Vanderbilt line made another reduction of 5 cents, on 100 pounds on eggs, poultry and butter, Chicago to New York, and the usual proportionate rate from other Western points. The reduction was promptly met by the Pennsylvania people. The same was reduced the rate on hides to the same as on provisions—20 cents per 100 pounds, Chicago to New York.

Through the instrumentality of Austin Corbin it is stated that the Vanderbilt line is terminating for the Philadelphia & Reading at Buffalo, N. Y., by a combination of Reading and Vanderbilt interests is coming to the front. Its chief value will be in the fact that it opens for anthracite coal mined on the P. & R. road. The land which the Reading people will occupy as purchased years ago.

The steady advance in Bee-line stock is exciting favorable comment. The fact that the property was never better handled than now. The road-bed and equipments are in excellent condition, and the prospects for business in the next twelve months are unusually bright. Albert S. White, general freight agent of the L. & S. L. division, says the earnings of this division will be exceptionally large, unless rates were cut down the revenue.

There is little to say in favor of passenger traffic as it has become badly demoralized by the special rates made to conventions, etc., within the last thirty days. In this connection Geo. H. Daniels, vice-chancellor of the Central Traffic Association, says that the agents seem determined to destroy the revenue from passenger service by making out rates to very little squad of people who may apply. While this practice prevails he says it seems useless to talk of profits.

The Cleveland leader, which favors the payment of commission on ticket agents, in speaking of the boycott on Western roads, which was lifted by the Bee-line and several other roads, says: "How much more graceful would it have been for the Eastern roads to have yielded up the boycott gallantly when it received that it was inevitable than to struggle in one after another, as they have been doing recently. Of course it was a bitter struggle for some of the general passenger agents to take."

The dressed beef and cattle rates have evidently reached bed-rock; and must stay there at least ten days if not for months. Rates on this class of freights are now so low as to bring loss to any road which carries it, yet not a move has been made toward a settlement. Commissioner Blanchard says it is the most unreasonable test he ever knew of. The problem now with him is to keep the cutting away from cereals, which promise to tax the carrying capacity of the roads before many weeks have passed.

The Erie has seen fit to withdraw from the means of inspection that were established to detect unlawful irregularities in freight shipments, and it is said that the Cincinnati, Hamilton & Dayton is to take similar action. The latter is looked upon by many conservative railroad men as likely to increase the demoralization. Both the Erie and the C. & H. D. have been accused of being the worst offenders in under-billing, false weighing, etc., and now they kick over one of the safeguards provided against such practices.

Freight men who have traveled quite extensively through the corn belts of Kansas, Illinois and the Southwest are exultant over the prospects for the crop, and, in turn, the outlook for business. Especially in Kansas is the crop immense. The Advertiser, Topeka States, "It runs hundreds of miles through the most promising corn-fields, and as this road is not hampered in rate matters by railroad commissioners the earnings of the road promise to be large." The Boston Advertiser says that unquestionably the Santa Fe people are looking for an outlet to the southeast through Indianapolis and Cincinnati.

Some eighteen months ago the C. & I. S. L. & C. road had built at the Dayton car-works, three very fine reclining-chair cars, costing \$11,000 each. It is to be between Cincinnati and Chicago on its night train. After running

for fifteen months it got the Pullman company to put on a combination sleeping and reclining chair cars. This has not given satisfaction, and the company's reclining-chair cars have again been put in service. The night trains which have not been given satisfaction, a reclining chair car, and three sleeping coaches, taking on at Indianapolis the local sleeping coach in place of the St. Louis sleeping coach which it hauls as far as Indianapolis.

THE FIFTIETH CONGRESS.

The Senate Considers and Finally Passes the National Appropriation Bill.
WASHINGTON, July 25.—Mr. Cullom offered a preamble and resolution reciting published statements that the Minneapolis, St. Paul, & Northern Pacific railway, and the Duluth, South Shore & Atlantic railway have passed into the control of the Canadian Pacific Railway Company; that these two railways control all the approaches to the bridge over the St. Mary's river, on the boundary line between the United States and Canada; that the ownership of that bridge is also in the Canadian Pacific, and that by virtue of this monopoly the Canadian Pacific railway, now operated in the interest of a foreign government, is about to ignore and defeat the operations of the interstate-commerce bill, and directing the committee on interstate commerce to inquire into these matters and whether any legislation is necessary to protect the interests of the people of the United States and to prevent the diversion of commerce from its natural and legitimate channels, and to prevent the monopolizing of traffic by a foreign corporation.

Mr. McKim asked that the resolution go over till to-morrow, as he desired to offer an amendment to it. So ordered.

The Senate then resumed consideration of the national appropriation bill, the pending question being on the amendment striking out of the bill the item for the expenses of a commission to locate a navy-yard and docks on the Gulf coast.

Mr. Allison moved to reduce the amount of the appropriation from \$50,000 to \$10,000. Rejected.

Mr. Mitchell moved to add to the clause a like provision for selecting a site on the Pacific coast in Oregon, Washington Territory or Alaska, \$5,000 of the appropriation to be available for that purpose. Agreed to.

Mr. Plumb moved to reduce the appropriation from \$50,000 to \$15,000. Agreed to.

Finally the amendment was rejected—yeas, 19; nays, 24. So the provision was retained in the bill, modified on the motion of Mr. Reagan by including the Mississippi river. The clause now appropriates \$15,000 for the expenses of a commission to select a site on the Pacific coast, \$5,000 of the appropriation to be available for that purpose.

The next vote was on the amendment to strike out of the bill the words "at least one of said vessels shall be built in one of the navy-yards of the United States." The amendment was agreed to. And then the bill was passed.

The Senate bill appropriating \$75,000 for a public building at Allentown, Pa., was passed—yeas, 127; nays, 15, in fifty minutes. The Senate then adjourned.

Proceedings of the House.
WASHINGTON, July 25.—On motion of Mr. Lafoon, of Kentucky, the Senate amendment was agreed to by the House for the holding of terms of United States courts at Owensboro, Kentucky.

On motion of Mr. Anderson, of Kansas, the Senate bill was passed for the holding of terms of United States District Court at Salina, Kansas.

The communication received yesterday from the Secretary of the Treasury relative to the use of the Welland canal, and referred to the committee on foreign affairs was this morning referred to the committee on merchant marine and fisheries with authority to the committee to report thereon at any time.

The House then proceeded to consideration of bills reported from the committee on private land claims.

After disposing of various private bills, the House took up and considered a bill to establish a United States land court, and to provide for the judicial investigation and settlement of private land claims in the Territories of Arizona, New Mexico and the State of Colorado. It establishes a United States land court, to consist of a chief justice and two associate justices, appointed by the President, by and with the advice and consent of the Senate.

Mr. Smith, of Arizona, offered an amendment exempting Arizona from the provisions of the bill, contending that it would prove to be a great hardship to the bona fide settlers in that Territory. They would be compelled to rush into the courts at the instance of land-grant companies, and either surrender their land or pay out their inheritance in lawyers' fees.

Mr. McCree, of Kentucky, inquired whether the gentleman had not received a petition from a bar association in Arizona in favor of the bill. Mr. Smith—That is it; land-grant lawyers. The lawyers will get very rich out there if this bill passes. I will be out there getting very rich if this bill passes. [Laughter.]

Mr. McCree, of Kentucky, contended that the people of Arizona, New Mexico and Colorado, as well as justice to the United States government, demanded that the private land claims in that Territory should be settled. He argued that the existing bill presented the best practical method of settlement.

Mr. Joseph, of New Mexico, favored the bill, declaring that the people of his Territory were a unit in advocating its passage.

Mr. Symes, of Colorado, supported the bill as being in the interest of the small settlers in his State and in the Territories mentioned. It was time that the government should carry out the guarantees given in the treaty of Guadalupe Hidalgo, and secure certainty of titles to those small settlers.

Thomas, of Wisconsin, opposed the amendment, asserting that in Arizona the most bold, reckless and gigantic scheme of robbery had been attempted in relation to land grants. An amendment was adopted reducing from forty to twenty years the period of continuous occupancy which shall be evidence of title or ownership.

The amendment was adopted giving a right of appeal from the department court to the court in banc in all cases.

Mr. Smith's amendment exempting Arizona from the provisions of the bill was voted down 40 to 29; and the bill, as amended, was passed 70 to 24.

The House then went into committee of the whole on the bill, Mr. McKim, of Missouri, in the chair—on the Oklahoma bill.

No gentleman was prepared to proceed with the discussion, which, according to Mr. Springer, of Illinois, was a necessary condition of affairs, and the committee immediately rose.

Two dozen members congregated in the open space in front of the Speaker's desk, and in stentorian voices, and with waving bills, sought to secure recognition for unanimous consent from the presiding officer. A couple of private bills successfully ran the gauntlet of objection, but no measure of public importance was passed, and the House took a recess, the evening session to be for consideration of bills reported from the committee on war claims.

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the best of authority, that Mr. Gould is too sick to take any interest in the market further than to protect his family from want after his death. Another thing, his death will come suddenly, the way it generally comes to men who have not taken care of the brain. If Jay Gould had taken an hour's exercise with a buck-saw or a hoe every day he would have been all right to-day, but he let his nerves become unstrung at the expense of his brain power. I honestly think he cannot live three months."

"Weak and weary" describes the condition of many people debilitated by the warm weather, by diseases or overwork. Hood's Sarsaparilla is just the medicine needed to build up and strengthen the body, purify and quicken the sluggish blood and restore the lost appetite.

FUNERAL NOTICE.
HANN—The funeral of Miss Ina L. Hann will take place at 9 o'clock, Monday, No. 503 College avenue, at 9 o'clock this morning.

SOCIETY MEETINGS.
MASONIC—PENTAGON LODGE, No. 564, F. and A. M., Masons, Special meeting in Masonic Temple, this (Thursday) evening, at 8 o'clock, for work in the third degree. J. W. STAUB, W. M. WILLIAM H. SKYTHE, Secretary.

ANNOUNCEMENTS.
ASTROLOGER—MRS. DR. ELLIS, THE ONLY scientific and learned astrologer in America, can be consulted on all subjects connected with human life. Persons of fortune can consult by letter. Inclusive \$1, with correct date of birth. If sick or in trouble consult the Doctor at once. Office, Room 3, East Bank, corner of Tennessee street and Indiana avenue, Indianapolis, Ind.

WANTED—AGENTS.
WANTED—AGENTS TO SELL TERRITORY by county or State for our new flour and meal chest. Address F. M. HUFF, Warren, Ind.

WANTED—SALESMEN.
WANTED—SALESMEN, EVERYWHERE, to sell our \$2 silver door-plates by our new plan of free advertising, agents clear \$10 a day easily; write for circulars. N. Y. DOUGLAS & CO., Albany, N. Y.

WANTED—MALE HELP.
WANTED—A FEW GOOD GRINDERS WANTED immediately for nickel-plate work at fair wages. Address J. C. DENNIS, Machinery at 523 to 533 N. Sixteenth st., Richmond, Ind.

WANTED—MISCELLANEOUS.
WANTED—DESK ROOM IN AN OFFICE CENTRALLY LOCATED, with some additional back room. Address J. C. HAMILTON, Journal office.

FOR SALE—MISCELLANEOUS.
FOR SALE—WEBER SQUARE PIANO and White sewing machine, cheap, at \$13 N. Albemarle st.

FOR SALE—A NEWSPAPER OUTFIT, COMPOSING, and all the necessary machinery of a six-column quarto. As good as new. Address PRESS PUBLISHING COMPANY, Indianapolis.

FOR SALE—DRUG STORE—in a splendid location, and selling \$20 a day. A bargain if sold in thirty days. Invoice about \$2,800. Best reasons for selling. Address J. M. WHITE, Clay City, Ind.

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MONEY TO LOAN—6 PER CENT. HORACE MCKAY, Room 11, Talbot & New's Block.

FINANCIAL—MONEY ON MORTGAGE—FARMS and city property. C. E. COFFIN & CO.

SIX PER CENT ON CITY PROPERTY IN INDIANA. See notice in 13 Marietta Block.

MONEY TO LOAN ON FARMS AT THE LOWEST market rate; privileges for repayment deferred. Also buy municipal bonds. THOS. G. DAY & CO., 72 E. Market street, Indianapolis.

PERSONAL.
PERSONAL—MR. JACOB B. MCHESNEY WILL be pleased to meet his friends at his home, 135 East New York street, Friday, July 27, it being his eighty-first birthday.

FOR RENT.
FOR RENT—ROOMS, WITH STEAM POWER. Apply at Bryce's bakery.

EDUCATIONAL.
MISS MARY E. STEVENS'S BOARDING AND MANUFACTURING SCHOOL, 13 Marietta Block.

ST. JOHN'S MILITARY SCHOOL. MANLIUS, N. Y. Civil Engineering, Classes, President. Lt. COL. W. VERBEKE, Superintendent.

RENSSELAER POLYTECHNIC INSTITUTE. Troy, N. Y. The oldest School of Engineering in the United States. Next term begins September 1st. Register for 1888 contains list of graduates for 62 years, with their positions; also course of study, requirements for admission, expenses, etc. Circulars sent on request. Address DAVID M. GREENE, Director.

BOYS' CLASSICAL SCHOOL. Thirteenth year opens Sept. 17. Prepares for all Colleges. Boys of eight enrolled. Send for Catalogue. T. L. Sewall, Indianapolis, Ind.

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THE UNIVERSITY OF NOTRE DAME. The 45th collegiate year will open Tuesday, Sept. 4. The spacious and elegant campus is large, having the largest and most commodious 500 resident students. Every facility is afforded for acquiring a thorough knowledge of Mathematics, Law, Science, Classics, and Music.

A thorough classical education is also a feature of the Institution. Special advantages will be placed within the reach of those desiring to study in the MINIM Department, for boys under thirteen, is separate. Catalogues full particulars will be mailed on request. Address to E. W. WALSH, C. S. C., President, Notre Dame P. O., Ind.

ST. MARY'S ACADEMY. (Main Building) The 66th Academic term will open Monday, Sept. 3. The school of Art and Design, CONSERVATORY OF MUSIC.

The school of Art and Design, through in the Conservatory, Science and Classical Graduate, is a department on the plan of the best Conservatories of Europe, is under charge of a complete corps of teachers. Studio equipped with Fire Escape. A separate department for children under 13. Apply for catalogue to MOTHER SUPERIOR, St. Mary's Academy, Notre Dame P. O., St. Joseph County, Indiana.

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An Intimate Friend of Mr. Gould Says It Is Impossible for Him to Recover.

THEY DID IT.

What? Cured among others the following. They write: 86 Central ave., Cincinnati, O., January 4th, 1888. Athlophoros Pills have cured me of liver complaint and dyspepsia. I gave ten of them to a friend who is troubled with indigestion and has no improved vomit. He is now well. J. A. LOWE, JR. 16 Roanoke St., New Haven, Ct., February 18th, 1888. Athlophoros Pills worked wonders in my case of dyspepsia. EMMA L. CLARK. Athlo-pho-ro-s Pills are small and pleasant to take, yet wonderfully effective. Invaluable for kidney and liver complaints, dyspepsia, indigestion, constipation, headache, etc. They'll take away that tired feeling giving new life and strength. Send 6 cents for the beautiful colored picture, "Moorish Maiden."

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WALDRON'S HOTEL PINE LAKE, MICHIGAN. Sixteen miles from Charlevoix, same distance from Petoskey. Plenty good fishing. WATTS TAYLOR, Manager. For further particulars inquire of Geo. O. Taylor, New Denison Hotel, Indianapolis.

CRESSON SPRINGS, PENNA. MAIN LINE PENNA. RAILROAD. On top of ALLEGHENY MOUNTAINS. THE MOUNTAIN HOUSE NOW OPEN. ALL TRAINS STOP AT CRESSON. For circulars, etc., address WM. R. DUNHAM, Superintendent, Cresson, Pa.

INSURANCE DIRECTORY.
APPEL, D. F., 10 When New England Mutual Life Insurance Company, of Boston, endowment insurance at life rates. CLAY, HILARY, Mgr. Central Ind., 60 1/2 N. Penn. St. Union Mutual Life Insurance Co., of Maine. CUMMINGS, M. M., State Act, 66 E. Market, op. P. O. Building, Mutual Fire Insurance Co. (Established 1860.) Agents Wanted. FUNSTON, CHAS. R., Sec'y, 30 Vance Block. Manufacturers' Mutual Fire Insurance Co. GREGORY & APPEL, 96 East Market st. Represent seven first-class fire companies. HOLLAND & GLAZIER, 92 East Market. Pacific Mutual Life and Accident. HOBBS, W. H., Sec'y, 74 East Market st. United Firemen's Insurance Co., Philadelphia. Sun Insurance Company, of Philadelphia. Telephone 1009. HUG, H. M., 42 Vance Block. Travelers' Insurance Co., of Hartford. LAMBERT, J. S., Mgr., 90 1/2 E. Market St., Office B'Y. The Union Central Life Ins. Co., Cincinnati, O. Clearer earner in the world. Endowment insurance rates. Not one dollar in perishable securities. LEONARD, JOHN R., 222 E. Market Building. The North British and Mercantile, of London. The Sun, of England. MCGILLIARD & DARR, Gen. Ins. Agts., 64 E. Market. Indiana Insurance Company, Indianapolis. Citizens' Insurance Company, Evansville, Ind. Farnagut Fire Insurance Company, New York. German Fire Insurance Company, Pittsburgh, Pa. People's Insurance Company, Pittsburg, Pa. SUDLOW & MARSH, Managers, 90 1/2 E. Market st., for Indiana, Ohio, Kentucky, Tennessee and West Virginia for the Provident Savings Life Assurance Society of New York. Sheppard Homan's plan of pure life insurance, unimpaired by banking, a specialty. SWAIN, D. P., General Agent, 60 East Market. Northwestern Mutual Life Ins. Co., Milwaukee. Assets Jan. 1, 1888, \$28,558,618.90. SHIDLER, D. B., Manager, 3 and 4 Blackford B'Y. The Equitable Life Assurance Company, the largest est company in the world.

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NEW PLANING MILL
New and improved machinery and dry kiln. All first class. All work done in the best manner and with great promptness. Prices low as the lowest. Call or send for estimates on all kinds of work. Large stock of Dry Lumber and Shingles.

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Bikes, tricycles, safety, standard, type-writers, etc. Also, 2nd hand bicycles in perfect repair. We make our best handle bars and pump handles. We do all kinds of repairs and alterations. Send for catalogue for catalogue and address.

PATENTS
By T. R. Bell, Patent Solicitor and Mechanical Draftsman, 60 Agents Block, Indianapolis, Ind.

(OFFICIAL.)
COPY OF STATEMENT OF THE CONDITION
OF THE
GIRARD F. & M. INSURANCE CO
On the 30th Day of June, 1888.

Located at No. 633 Chestnut Street, Philadelphia, Pa.
The amount of its capital is \$300,000.00
The amount of its capital paid up is 300,000.00
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:
Cash on hand and in the hands of agents or other persons \$116,501.81
Real estate unimproved 305,500.00
Bonds owned by the company, bearing interest at the rate of — per cent, secured as follows, market value: 69,050.00
United States bonds 113,760.00
City and township bonds 34,730.00
Pennsylvania railroad bonds 69,050.00
Philadelphia & Reading railroad bonds 54,122.50
United Pacific and other railroad bonds 20,300.00
Girard F. & M. Insurance Company stock 40,806.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 508,083.38
All other securities 32,929.00
Total assets \$1,390,776.64

LIABILITIES.
Losses adjusted and not due \$20,394.16
Losses in suspense, waiting for further proof 700.00
All other claims against the company 17,393.52
Amount necessary to reimburse outstanding risks 478,085.24
Total liabilities \$516,572.92
The greatest amount in any one risk, \$10,000.

State of Indiana, Office of Auditor of State.
I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office. In testimony whereof I hereunto subscribe my name and affix my official seal, this 16th day of July, 1888. BRUCE CARR, Auditor of State.

(OFFICIAL.)
COPY OF STATEMENT OF THE CONDITION
OF THE
BUFFALO GERMAN INSURANCE CO
On the 30th Day of June, 1888.

Located at Nos. 447 and 449 Main Street, Buffalo, N. Y.
The amount of its capital is \$200,000.00
The amount of its capital paid up is 200,000.00
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:
Cash on hand and in the hands of agents or other persons \$145,784.31
Real estate unimproved 275,000.00
Bonds owned by the company, bearing interest at the rate of — per cent, secured as follows, market value: 296,600.00
United States 4 per cent registered bonds at 118 32,000.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 352,130.55
All other securities 12,387.68
Debits for premiums 104,909.66
Total assets \$1,271,673.15

LIABILITIES.
Losses adjusted and not due \$955.33
Losses unadjusted 8,099.50
All other claims against the company 8,848.73
Amount necessary to reimburse outstanding risks 305,108.86
Total liabilities \$328,013.42
The greatest amount in any one risk, \$5,000.

State of Indiana, Office of Auditor of State.
I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 30th day of June, 1888, as shown by the original statement, and that the said original statement is now on file in this office. In testimony whereof I hereunto subscribe my name and affix my official seal, this 18th day of July, 1888. BRUCE CARR, Auditor of State.

(OFFICIAL.)
COPY OF STATEMENT OF THE CONDITION
OF THE
AMERICAN INSURANCE COMPANY
On the 30th day of June, 1888.

Located at No. 746 Broad Street, Newark, N. J.
The amount of its capital is \$600,000.00
The amount of its capital paid up is 600,000.00
THE ASSETS OF THE COMPANY ARE AS FOLLOWS:
Cash on hand and in the hands of agents or other persons \$35,894.75
Real estate unimproved 364,036.66
Bonds owned by the company, bearing interest at the rate of 4 per cent, secured as follows, market value: 445,375.00
United States coupon, \$25,000.00 31,812.50
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 929,759.38
Debits for premiums 31,815.33
All other securities—interests and runs due and accrued 25,444.07
Total assets \$1,895,127.69

LIABILITIES.
Losses adjusted and not due \$7,108.91
Losses unadjusted 16,630.19
All other claims against the company 12,387.68
Amount necessary to reimburse outstanding risks 333,353.10
Total liabilities \$368,449.